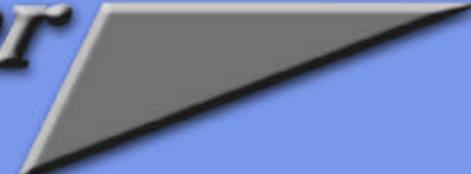


Silver
Arrow 

 HERMES I80

Presented by: Yair Keren
Marketing Director

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Report Documentation Page

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HERMES 180 Design Drivers



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HERMES 180 Design Drivers

Reconfiguration rather than a new design

Configured to meet Brigade to Division Requirements

Intra-Operability & Interoperability

No compromise on endurance:
Less L&R effort,
multiple missions sorties,
longer / remote missions achievable

**Low Risk,
High VFM**

Robustness / Weather Resistance

Rapid Deployment by C-130

No compromise on High Quality Payloads (weight, volume, power):
IMINT quality, SAR/GMTI capability,
survivability by 'standoff' flight



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Icing Resistance

- Icing Sensor
- Pitot Heating
- Active De-Icing by Role-Fit
- Propeller protected by oil

Platform:

- Ceiling > 15,000 ft
- Endurance > 10 h
- Light Weight, Composite Material Structure

Avionics:

- Dual Redundant Avionics
- MIC-FFC Architecture
- Modern, reduced-size & Weight Hw Design



Parachute:

- Parachute Recovery
- Emergency Recovery
- Wheeled or Air-bags Configuration

Engine (UEL 741)

- Proven & Mature
- High Power/weight Ratio
- Low Fuel Consumption
- UK Design & Production

• Proven & Mature
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Multiple, Field Configurable L&R Methods



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Multiple, Field Configurable L&R Methods

Air-Bags Configuration

Launch by Hydraulic Launcher; Recovery by Parachute and Air-Bags

Wheeled Configuration (1)

Rail Launch & ATOL Landing as main method. Only 100m rough strip is required.

- Minimize Parachuting
- Shorter Turn-Around time and effort
- Adequate for many peacetime / training / Wartime situations

Wheeled Configuration (2)

Wheeled, Automatic Takeoff and Landing.

- Adequate for situations where longer strip is available
- No launcher required



Sensor to Shooter Provisions



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Sensor to Shooter Provisions

High Accuracy target location
(INS, LRF, processing)

Coordination with Pilots /
Artillery

Triple sensors
Payload:CCD,FLIR,
Laser Designator

C⁴I Integration

Accurate Artillery Adjustment

